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LaSalle Building, 1034 Connecticut Ave., NW

10 October 1944

MEMORANDUM FOR: Chairman, J.I.S.P.B.

Subject: Chapter IV, Coasts & Landing Beaches

1. Instead of the present P-3 coastal description, it would suit our purposes better to have a shorter, more interpretive, summary of coasts along with the existing, detailed beach studies from B.E.B.

2. The coastal summary should be written from the standpoint of using the coast for landing possibilities, not from the sailing direction or pilot point of view. (Especially to be avoided is endless repetition of the pilot, or such minor re-phrasing that the same result is achieved, with additional errors because of unskilled paraphrasing.) Much of the information in the pilot can be used, but the errors and omissions of the pilot should be remedied. Mere reprinting of the pilot serves little useful purpose because:

a. The pilot's and sailing directions are already more readily available to users than JANIS, and

b. Detailed repetition of the pilot obscures the main points we are trying to make, and confuses the reader.

3. The Beach Erosion Board is relatively well-qualified to make the type of summary we desire because:

a. They have trained personnel who not only can handle the material but, also, realize the point of view required, and

b. They gather much source material while preparing beaches and, consequently, can readily use it for the byproduct--an interpretive coastal description resembling I.S.I.S., if not better.

4. More detail can be added to this important chapter by having the B.E.B. describe more of the minor, pocket beaches which might well be used for some operations, and which may also turn out later to be less defended. The amount of increased detail of this type

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that can be included depends on the time and personnel available. Likewise, it is important to obtain some idea, if possible, from the planners as to where they want detail and where it is not important.

5. If possible, arrangements should be made for the B.E.B. to obtain the services of Ensign Templeton and, perhaps, one or two other people from P-3. If this is done the load on B.E.B. will be less onerous, and better liaison with Navy sources may result.

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